

# CANADA Daily News and Updates March 8th 2024

## Ocean Updates

- Three Merchant Ship Crew Killed in Latest Houthi Missile Attacks
- Deadly Ship Attack Means Red Sea Voyages Need Rethink, Union Says
- Contract-Shy BCOs Eye a Shift to Index-Linked Pricing
- Ocean Network Express Teases Network Changes for 2025

## Ocean Updates

### Three Merchant Ship Crew Killed in Latest Houthi Missile Attacks

Three seafarers have been killed in the latest attack by Iranian-backed Houthi militia against cargo vessels transiting the Red Sea.

U.S. Central Command (Centcom) confirmed a Barbados-flagged bulk carrier, *True Confidence*, was hit by a ballistic missile (ASBM) on Wednesday, killing three crew members and injuring at least four – three critically.

Houthi spokesperson Yahya Saree said the attacks against commercial shipping would only cease when the “siege on the Palestinian people in Gaza is lifted.” However, question marks have dogged Houthi claims that the attacks are spurred only by Israel’s assault on the Palestinian enclave.

According to reports, *True Confidence*’s owner, Liberia-registered True Confidence Shipping, and operator Greek shipping line Third January Maritime said the vessel had no ties to Israel, the U.S. or any of the nations singled out by Houthi attacks.

Nor is this the first time the Houthi group has seemingly failed to properly identify a vessel as having ties to those it is targeting.

Read more in an [article from The Loadstar](#).

### Deadly Ship Attack Means Red Sea Voyages Need Rethink, Union Says

A major transport union urged a full halt of merchant ships sailing through the Red Sea, adding to calls for vessels to reconsider the voyages after a Houthi militant attack killed three sailors.

“We call on the industry to divert ships around the Cape of Good Hope until safe transit through the Red Sea can be guaranteed,” the International Transport Workers’ Federation said in a statement. “No delivery window is worth the loss of seafarers’ lives.”

The ITF lobbies for seafarer rights by acting alongside more than 700 affiliate trade unions. It followed a similar appeal by Nautilus International, one of the world’s largest crewing unions earlier Thursday.

Read more in an [article from the American Journal of Transportation](#).

### Contract-Shy BCOs Eye a Shift to Index-Linked Pricing

Shippers have been reluctant to sign new contracts with ocean carriers, citing uncertainty about the market outlook and volatility – and some argue it's time to move to index-linked pricing.

“Long-term fixed-price contracts no longer serve shippers or carriers,” said Ian Arroyo, chief strategy officer of Freightos.

The pricing and booking platform surveyed some 60 beneficial cargo owners (BCOs) late last year to gauge the impact of the volatility in ocean container rates.

Rates for 40ft containers soared from about \$1,500 pre-pandemic, to \$20,000 in late 2021 and, subsequently, dropped to less than \$1,000 in early 2023, creating extreme levels of discrepancy between spot and contract rates, pointed out Freightos head of research Judah Levine.

In such extreme fluctuations, the pricing stability contract rates are supposed to guarantee went out of the window, he said.

Read more in an [article from The Loadstar](#).

### **Ocean Network Express Teases Network Changes for 2025**

Ocean Networks Express plans to disclose a new network solution and products for 2025 next month, CEO Jeremy Nixon said Monday.

Nixon's comments come as the world's largest shipping lines reconsider their service networks due to a shift in the maritime alliance structures that govern transportation capacity sharing.

“I think the reality is that we're going to move from three consortia probably to four consortia,” Nixon said.

Immediately after, Nixon stated that ONE is in a number of negotiations and is not in the position to confirm exactly what is happening now.

Read more in an [article from Supply Chain Dive](#).